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LIMITED.
SOLE PROPRIETORS.

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

BIRTH.

On the 26th November, at Fairy Glen, Martin Road, Singapore, the wife of FREDERICK KRAUER, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 30th NOVEMBER, 1903

DR. HOARE, in his sermon at St. John's Cathedral yesterday morning, mentioned the improvement which he had noticed in the attitude of the Press toward missionaries and mission work. His remarks had no particular local application, but referred to the British Press generally. The question of the attitude of the Press toward missionary effort has always been a difficult one, and perhaps it is exceptionally difficult in such parts of the world as the Far East, where we see for ourselves the missionary at work, and do not merely have to rely on the accounts given in the reports of various societies or from the pulpit on such occasions as yesterday, the annual day of intercession for missions. The European resident out here sees the missionary, if he acts up to his profession, striving his best to convert the natives of the country to that religion in which the resident himself, like the evangelist, has been brought up, or at least under the influence of which his mother country is governed. He would, therefore, in the majority of cases, be predisposed to look upon the work more favourably than not, though he might not himself do anything to forward it actively. But is this so? The question can hardly be answered in the affirmative. It is plain then that there must be other factors in the situation which determine him rather against his natural inclination. We think there are, broadly, two. The first is, that the methods in a lot of missionary endeavour are objectionable; the second, and really more important, is, that the thought cannot be put aside that so vast an amount of work is left undone at home that those who are admirably suited to do it, but instead come out here and undertake work for which they are by no means well suited, should not command much sympathy. We do not intend hereto go into the question of wrong methods, as we have on various occasions in the past dealt with it at some length; the unfortunate point is that these methods are practically unchanged. As for the work left undone at

home, there is no one in this Colony who ever lived in Britain who could not bear ample witness to it. We have, of course, heard strong advocates of missionary enterprise who have admitted the urgency of labour at home, but have claimed that there must be men (and women) for both tasks. In that case it seems to us that it is a great pity that so many of the earnest and sincere people who come out and blunder along in their attempt to convert the Chinese were not reasoned with before they set out for the East and induced to consider seriously whether they might not do far more good in their own country. Dr. HOARE takes the Hongkong people to task for not supporting missions more liberally. The Bishop was himself a missionary and was, we know, one of the hardest workers among them. But we think he rather ignores the possibility that Hongkong people require to be more convinced of the value of the work which missions are doing in China, and that the missionaries have not left most urgent calls at home unattended to, before they give as liberally as he wishes.

The despatch of the British Expedition to Tibet has been made an excuse by the Russian Press for a new tirade against Great Britain. REUTER announces that the Russian papers are discussing the question, enlarging on the effect of the expedition, direct and indirect, upon Central Asia generally, and declaring that it will establish British prestige to the detriment of that of Russia. They credit the British Indian Government with ambitious designs, such no doubt as animate their own Government, and urge that every effort should be made to thwart these imaginary designs. The truth is, no doubt, that they hail the opportunity which they think the despatch of this expedition gives them as a heaven-sent chance to retort upon Great Britain the accusations which a portion of the British Press have levelled against Russia of designs upon Manchuria. If they are accused of desiring and intending to annex Manchuria, why should they not attribute to Great Britain the same sinister intentions with regard to Tibet? It matters little to Muscovite writers that the circumstances are widely different. Great Britain may not desire to drive a railway across the passes to the "Roof of the World," and is not in search of a port in unfrozen waters as the terminus of its great arterial line of railway, but she may be seeking for a new market—if a limited one—for British manufactures and products, and even the land of the Dalai Lama is a consumer of tea and other products which England and India have for sale. The volume of such trade would, it is true, be very small, especially considering that Tibet already imports from India to a fair extent. Then Great Britain has no hankering for the inclement country comprised in the Tibetan plateaus, and would not care to spend either men or money in such a cause. She is interested, like the rest of the world, in exploring the wide territories at the foot of the great mountains of Central Asia, but she has no wish to annex a country which would scarcely give any return on the cost of conquering, and certainly, even as a market for products or goods, would never pay for any serious effort to secure its possession. What the British Indian Government cannot allow, however, is for another and perhaps rival Power to establish itself amongst the snows of Tibet and become a standing menace, first to Sikkim and Nepal, and then to India. If there is to be a race for the protectorate of the tributaries of the decaying Dragon Throne, then it is a matter of state policy that England should get there first. At present, and as things stand, Great Britain has no hankering for either Manchuria, Mongolia, or Tibet, but if they are all to be torn from the feeble grasp of KWANG HSU, she cannot and will not allow them all to be absorbed in the territories of the Tsar.

The rogation regulations are published in the *Gazette*.

Lee Baio, the popular watering-place in the Philippines has been almost entirely destroyed by a huge fire.

On Friday, the 18th December, the Institution of Engineers and Shipbuilders will give a ball in the City Hall.

The old Orient Hotel at Manila has at last had its fate settled. It is to be the headquarters of the Philippine Constabulary.

To-day is St. Andrew's Day. It is unnecessary to remind so Scottish a Colony as Hongkong that the St. Andrew's Ball comes off to-night.

A meeting of the Justices of the Peace will be held at the Magistracy at 2.30 p.m. to-day to dispose of certain adjourned applications. The Hongkong Hotel, Kowloon Hotel, and Peak Hotel figure on the list.

Considerable smuggling of arms and ammunition through the southern islands of the Philippine Archipelago has been discovered.

The cycling-track at Taikeo will be open for training purposes from Tuesday next, in view of the annual athletic sports on New Year's Day.

Dr. W. W. Richards has been sentenced, in Manila, to three years' imprisonment for accepting a bribe to pass mules for Government purchase.

The appointment of Mr. F. D. C. Wolfe as Assistant Superintendent of Police and magistrate in the New Territory is notified in the *Gazette*.

The change in the weather yesterday was due to a shift of wind to the south. More or less sharp weather lately experienced was caused by a fresh northerly wind.

A most elaborate and spectacular affair is being arranged as a farewell to Governor Taft of the Philippines, the principal feature being a Venetian water pageant, with gondolas and all complete.

A Filipino priest at Orion, P.I., has been arrested for tearing up a bible belonging to a native woman, and threatening her with the burning lake and other horrors, for possessing the book.

Four men were garrotted for murder in Cagayan, P.I., on the 31st ult. Their deaths were certified by the doctor in attendance, but, later, two recovered and recovered. Thus, though alive, they are, officially, dead!

Mr. J. Carey Hall, M.A., I.S.O., who has for many years been British Consul at Kobe, has been prevented, on his transference to Yokohama, with an address by the residents of Kobe congratulating him upon his well-earned promotion and upon the distinction recently conferred on him by the King in recognition of long and meritorious service.

A telegram to the Manila *Cable News* dated Washington, 28th November, says:—The Asiatic squadron of the United States Navy has been ordered to sail for Honolulu, Hawaii, at once. The situation between the United States and Colombia over the United States support of the Panama rebels is critical. Colombia is ripe for war with the United States. A hundred thousand Colombians have volunteered in case of hostilities.

The Shanghai *Tungpoo Pao* says:—We hear that Teong Chi, the Tartar General of Pingtiao, has informed the Central Government at Peking that the Russians have evacuated his garrison in Moukden, but that they have not returned the garrisons of the Board of Revenue, Rites, and Works, nor the dwellings of the common people of that city, all of which had been seized by Russian troops after the arrest by them of Teong Chi himself during the latter days of October.

The mortality returns for August are published in the *Gazette*. Being so much out of date, they are of little interest. We presume there is some special reason for this more than wonted delay in publication. The returns show a total of 495 deaths, 26 of which were in the European and foreign community (22 civilians, 4 Army) and the rest Chinese. 29 deaths are due to plague and 17 to malaria. The average death-rate per 1,000 per annum was 26.7 in the British and foreign civil community, 18.3 in the Chinese community, and 18.6 in the whole civil population.

The introduction of the regular police force after the Shanghai model, with the municipal lighting of the streets, is the sensation of the hour in Nanking, according to the *N.C.D.N.* correspondent at that port. The police force numbers several hundred—ramous vary from 300 to 800, and is being economically introduced by detaching soldiers from some of the numerous camps for this work. It is to be hoped that the new institution will prove a greater success than the street cleansing system introduced some months ago, which has quickly degenerated into a mere farce. The *Niektai* is responsible for this newest experiment, and as he is said to be a vigorous man, perhaps something may come of it.

The pawnbrokers of Hongkong were read a much-needed lesson yesterday at the magistracy. A pawnbroker of Wellington Street was called in evidence against a collier who was accused of having stolen and pawned a gold watch and chain. The collier was convicted and given six months and six hours in the stocks, and the pawnbroker was severely reprimanded by Mr. T. Sercombe Smith, who warned him, and through him all pawnbrokers, that they must exercise more caution in accepting valuables, such as gold watches, chains, and rings, etc., in pledge from common coolies, whose very possession of such things is suspicious on the face of it. The pawnbroker was ordered to deliver up the watch and chain without compensation.

Prince Adalbert of Prussia, the German Kaiser's third son, who passed through Hongkong last week, was from his birth, or at least his baptism, destined for the sea service of the Empire, as he was named after that Prince Adalbert, a near relative of the old Emperor, who commanded the Prussian navy, such as it was, before it was merged in the marine power of the Reich. The young Prince, like every member of his House, first learned the rules of military discipline in the 1st Foot Guards at Potsdam, and was then taken to Kiel to be indoctrinated into the navy, on which occasion the Emperor delivered one of his most characteristic speeches on the significance of this consecration of his son to the sea-service of the Fatherland.

Very little overflow is coming down from the hilltop by the various little gullies. Many of them, indeed, are dry.

The pond at Kowloon enclosed by the sea-wall of the Hongkong Land Reclamation Company is quite a popular fishing ground for Chinese youngsters. Small fish bite well to fish-bait; the water is kept in circulation by a pipe connection with the harbour.

The Reclamation Works at Kowloon are proceeding apace. Ballast-junks are continually employed dumping rock to the eastward of Blackhead's Pier, while ashore the "toy" railway train, with its wooden trucks, makes several journeys daily. Coolies are employed removing a portion of Flagstaff Hill. The back portion of this, however, is to be left standing. The precipice will probably be secured against landslips by a retaining wall. The slope at the back will make it possible for the military, if it ever be necessary, to run up guns to a position commanding the harbour.

THE VOLUNTEERS.

The Hongkong Volunteers have parades during the week as follows:—
Artillery Companies parade at Headquarters at 5.30 p.m. to-day for Maxim Gun Drill. Sergeant Brindome, R.G.A., will attend. At Headquarters at 5.30 p.m. on Friday, 4th December, for 15-Pr. B.L. Gun Drill. Sergeant Brindome, R.G.A., will attend.
All Units parade at Headquarters at 5.30 p.m. on Tuesday, 1st December, for Infantry Drill. Sergeant James, 1st Sherwood Foresters, will attend.
Recruits' Drill parade at Headquarters at 5.30 p.m. on Wednesday, 2nd December. Sergeant James, 1st Sherwood Foresters, will attend.
Kowloon Dock, Gun Club Hill, at 5.30 p.m. on Tuesday, 1st December, for 15-Pr. B.L. Gun Drill. C.S.M. Whelan, R.G.A., will attend.
Taikeo Detachment parade at Taikeo, at 5.30 p.m. on Wednesday, 2nd December, for 15-Pr. B.L. and Maxim Gun Drill. C.S.M. Whelan, R.G.A., will attend.

DAY OF INTERCESSION AT S. JOHN'S CATHEDRAL.

Yesterday was the Day of Intercession appointed to be observed in all the English Churches throughout Christendom. Accordingly special services of intercession were held in St. John's Cathedral. The Lord Bishop of Victoria preached the sermon, taking for his text St. Paul's Epistle to the Romans x. 13, 15. The Right Reverend preacher said that 31 years ago the Society for the Propagation of the Gospel, supported by deputations from other societies, waited upon the Archbishop of Canterbury, with a request that he would set apart a day for special intercession services for foreign missions. In accordance with this request His Grace appointed the 30th of November to be observed for that purpose in all English churches. On the morning of that day, in 1872, the London *Times* in a leading article made these remarks as the subject of missionary work in any field: "An ordinary Englishman has seen almost every human or brute native of foreign climes, but few can say that they have seen a missionary or a Christian convert." Such criticism as this, remarked the preacher, displayed the greatest ignorance of the truth, and such newspaper criticism was most unworthy, and as such no newspaper ought to lend itself to, as it would not, certainly, do now. But though there is a great change now, there are many found to criticize, who many more take but a very languid interest in missionary work for they do not study the subject, and do not know that missionary work is the primary duty of the Christian Church. Bishop Hoare then touched upon the object of missions, pointing out that the Gospel of Salvation, which we all know, the heathens and infidels and the ignorant had a right to know also, and it was the Church's bounden duty to go to all parts and preach that Gospel. People were found to say that the Chinese religion was good enough. This was true, and there was much that was admirable in Confucianism and Confucianists, but there was in it no hope, and the erring sinner had no one to pray to, nor to hope for intercession from. Some, again, valued missionary work only as a civilising agency. True it was so, but salvation, to St. Paul, was the greater object. Throughout the Gospel the ruling command was to carry "the glad tidings to all," that all might know that this world was not the end—that there was a life beyond. But there was a great laxity in the interest shown in this work by those who called themselves Christians. Here, in Hongkong, what is done for this work? asked the preacher. Schools, choirs, and church works were supported, and men generously supported, but what did Hongkong do for missions? Too little. "People were too prone to cry, 'But what is done by missionaries?' The Bishop went on to say a few facts would show what was done. The results were in reality very great. To take the province of Fukien, alone, in the past year there had been over 1300 baptisms of converts, and in the eight months since his return he had administered the sacrament of confirmation to 1000 converts. Here in Hongkong, in Kowloon, and on the mainland of China, congregations of native Christians were springing up and becoming self-supporting. But there was a wide field, and aid was needed to go further to reach those farthest away from such light—the aid of prayer, of funds, and of sympathy, and these were being asked on that day in all the churches in Christendom.

TELEGRAMS.

REUTER'S SERVICE.

BRITISH M.P.'S VISIT TO FRANCE.

LONDON, 26th November.

Ninety Members of the House of Commons, several Peers, and the Colonial Agents-General, accompanied by sixty ladies, under the auspices of the Commercial Committee of the House of Commons, have gone to Paris as the guests of a large and influential committee of French Senators and Deputies. The reception was a very cordial one. Baron D'estournelles welcomed the visitors who, after three *filles* in Paris, will visit Bordeaux, Marseilles, Lyons, Nice, and Monte Carlo.

LATER.

At a brilliant banquet at the Grand Hotel, Paris, to the British M.P.'s the speeches were marked by the utmost cordiality on both sides. M. Combes, who spoke decidedly in support of a good understanding between the two nations, was loudly applauded. Referring to the presence at the same table, without distinction of party, of representatives of the British and French peoples, he hoped the Arbitration treaty would prove a fruitful germ of future treaties.

THE HOTTENTOT REBELLION IN SOUTH AFRICA.

LONDON, 26th November.

The rebel Hottentot chiefs are awaiting the arrival of the Governor at Keetmanshoop, and a satisfactory solution of the difficulty is anticipated.

THE BALKAN QUESTION.

LONDON, 26th November.

Before assenting to the reform scheme the Porte begged Austria and Russia to modify the terms and received an absolute refusal. On the Russian Ambassador repeating the refusal yesterday, in a strong note, the Porte's attitude underwent an entire change.

JAPAN AND RUSSIA.

LONDON, 27th November.

The *Morning Post* understands that there is no truth in the reports that Japan is ready to abandon Manchuria to Russia in return for a free hand in Corea.

RUSSIA AND THE BRITISH EXPEDITION TO TIBET.

LONDON, 27th November.

The Russian papers persistently discuss the British expedition to Tibet, enlarging on its effect, direct and indirect, upon Central Asia generally, and because it will establish British prestige to the detriment of Russian. They also dwell on the necessity of thwarting the ambitious designs of Great Britain.

CORRESPONDENCE.

THE JOCKEY CLUB AND FAIR PLAY.

[TO THE EDITOR OF THE "DAILY PRESS,"]

Hongkong, 28th November.

SIR,—In order to correct any possible misapprehension as to the authorship of a letter dated the 27th instant which appeared in the *Hongkong Daily Press* of this morning's date under the heading "The Jockey Club and Fair Play" and over the *non-de-plume* of "Johibian," I beg to say that I am not either directly or indirectly the author of such letter.

I happen to be the owner of a brown Australian mare which has run at the last two meetings of the Hongkong Jockey Club under the name of *Johibian*.

Doubtless the writer of the letter referred to was unaware of this, otherwise I feel sure he would have displayed better taste than, in such a confined place as Hongkong, to have chosen "*Johibian*" as his *non-de-plume* for the above letter.

When I write to the Public Press I invariably write over my own name—I am, Sir,

Yours faithfully,

GODFREY C. C. MASTER.

HONGKONG'S ASSETS AND LIABILITIES.

The following statement of the Colony's assets and liabilities on the 30th September, is published in the *Gazette*—

	ASSETS.	LIABILITIES.
Bank balance	\$31,992.21	\$43,876.78
Crown agents' drafts	27,129.58	200,000.00
Advances, &c.	50,709.69	19,174.55
Total assets	\$109,831.48	
Balance	\$43,876.78	
Total	\$153,708.26	
		LIABILITIES.
		\$43,876.78
		200,000.00
		19,174.55
		Total
		\$153,708.26
Subsidy in transit	\$100,000.00	
Estimate of silver at mint	95,000.00	
Total	\$195,000.00	

HONGKONG JOTTINGS.

One of the chief topics of conversation in Hongkong just now, it may be safely said, is the cold. People are saying that it is much colder than they remember it being at this time of year, while one or two newcomers whom I have met recently are, to say the least of it, surprised at what Hongkong can do in the way of cold. It is really not to be wondered at that the weather is so much commented upon. I have been looking at the report, compiled from fifteen years' observations, of the Hongkong Observatory in 1898, and I find the following records of temperature in November:—Mean temperature, 69; maximum 85; minimum 50. The thermometer last Friday stood at 55 at 10 a.m. and at 53 at 4 p.m. (It was 48 only at 10 a.m. on the Peak one day last week, but the Peak of course is 7 or more degrees cooler.) So it can be seen that the cold which we are now experiencing, though a good way above the lowest record, is a long way below the mean temperature of the month of November. It is indeed below the mean of February, which, according to the same Observatory Report which I mentioned, is over 57. Will it last? Is the question which everyone is asking. I think most of us hope not. Of course it is "very fine and breezy," as we shivering observers, but our houses and offices are hardly constructed to withstand the cold well. However, yesterday was distinctly warmer.

It will interest the members of the local Civil Service to know that Mr. Allyn Ireland, the writer of the *Times* article (recently reproduced in the *Daily Press*) on the subject of the Civil Service in Hongkong, is still in the East, and is expected to reach this Colony from Saigon, on his way to the Philippines, very shortly. His stay here, I imagine, will be brief, as it is not likely to be quite so pleasant as his former visit. A Singapore journal, I notice, writes of Mr. Ireland's article on Hongkong as being "a virtual exposé of what is seemingly the most incompetent and slovenly secretariat in the Empire." It may be useful to remind Singapore that things are not always what they seem, and that if they were so bad in Hongkong as Mr. Ireland represented, the resident community, it is safe to say, would have made the discovery long ago. As it is they are still puzzled to know what justification exists for the attack.

Ricksha-coolies are making the most of the cement-work embedding electric tramway rails. The smooth surface, no doubt, does away with a deal of friction. In these circumstances a clear road and a good runner make ricksha-riding quite enjoyable. "Rickshies" had better make hay while the sun shines, as they will soon have little use for them. I note, by the way, that where the lines branch from Des Vœux Road into Praya West, the double rails split: one branch turns down the road in front of the Harbour Office, the other down the next road east. This is a good arrangement; there would hardly be room for both tracks in one narrow byway. To move a little nearer town, I still imagine the corner at the City Hall will be a dangerous one.

Coming down from the Gardens with a friend the other day, I happened to pass the battery near Government Buildings. Greatly to the entertainment of a few loitering Chinese the R.G.A. were performing heavy gun drill with the oldest type of guns imaginable. Little things amuse little minds, no doubt, but my friend accompanying me, an officer in the army of a Continental power, was greatly amused also. "Such drilling," said he, "is waste of time; time wasted in this description was the cause, no doubt, of many deficiencies displayed by the British in the South African war. It is the same with your Navy. Men are trained to lug about obsolete muzzle-loading guns. Timethus occupied could be utilised to far greater advantage." It is said by advocates for this out-of-date system of training men that if a man knows his drill at M.L. guns he will experience little difficulty in learning how to manipulate the breech-loaders. This idea does not work out in practice.

There appears to be a "slump" in professional theatrical touring in the Far East. Shanghai, it seems, is intimate in some way that there was no great desire there for third or fourth-rate shows, and indeed the Lyceum is no longer open to them except by permission of the A.D.C. A result of this inability to secure the Shanghai theatre is that two companies which were coming to Hongkong from the South will not even come to Hongkong this season, as Hongkong without Shanghai would not pay them sufficiently. I have no wish to say anything against these two particular companies, whose names I do not know. But I think that the less we get of some of the very inferior theatrical shows which come to the Far East the better. I have seen many out here which are only amusing through their sheer badness; and I am very glad I did not have to write a criticism on them. If I had, I might have been visited by the whole troupe next day.

Compared with the just expiring month of November, which has been full of Chinese festivals, December is not much of a festival month with the native population. But there is nevertheless one of the biggest *feite* days of the year during its course, namely that of the philosopher Kung, generally known to Europeans under the Latinised style of Confucius. The date of his birth is given as B.C. 551, so that his *feite* is one of no little antiquity.

The question of the relations between the Press and the pulpit does not after arise here and there is really no particular reason why it should. It does so more frequently perhaps in

the United States than elsewhere. I see that Mr. R. J. Campbell, the Congressional minister, at a London Press Club dinner last month had some stories to tell of the American journalist, based on his recent experience in the United States. When he was taken to the New York Press Club, on the nineteenth story of a "skyscraper," his guide informed him that it was as near heaven as he supposed the clubmen would ever get. The journalist also informed him that he "did not take much stock in the New Jerusalem business," himself, but broad-mindedly did not object to those who did. Regarding the religious world of New York, the opinion was expressed to Mr. Campbell that they were mostly "damned hypocrites," and on the latter suggesting that something equally nasty might perhaps be said of the journalists, the retort came readily "Oh, we're damned right enough, but we ain't hypocrites!"

CRICKET.

H.K.C.C. V. THE NAVY.

Only an hour and a quarter after the advertised time—11 a.m.—a match commenced on the Cricket Ground on Saturday, between the H.K.C.C. and The Navy, the bands of H.M.S. *Amphitrite* and *Blenheim* being in attendance. The Navy was not, of course, at anything like full strength, seeing how small a contingent of the China Squadron is at present in our harbour. Nevertheless their team was fairly powerful, and the two bats who came off so well for them on Saturday have both made excellent reputations up north. Irwin is credited with three "centuries," and of Moore it is unnecessary to speak here; his batting is well known in Hongkong. Bachelier took the place of Barnby in the Navy team, while R. Hancock was unable to turn out for the H.K.C.C. R. E. O. Bird coming into the team instead. Sercombe Smith won the toss and went in first with Mainland. A fair commencement was made, the score mounting steadily, principally through Mainland's agency, until 37 was reached, when Smith retired. Ward followed in and both bats settled down to make a stand. At the fifth interval they were still together with 73 on the board. The interval seemed to put more vigour into the batsmen, and runs came faster. Ward gave a couple of chances, but it was not till 134 had been scored that the separation came, Mainland being out for a striking 60. His first stroke looked like a possible catch, but his innings was invaluable. Chichester troubled the scorers little, but Hancock showed good form, and he and Ward put on 46 before the latter was out for a bright and excellent, if somewhat lucky, 87. Hancock stayed until 216, making one sixer in his innings of 33, and Turner and Arthur brought the score to 229 before Smith declared the innings closed at 3 o'clock, giving the Navy two hours in which to win or get out. Obviously the latter fate was the more likely, and when Rowe was run out at 7, things looked gloomy for the naval men. However, when Barnard joined Irwin a good stand was made, and 60, was on the board before Barnard put his leg in front of the wicket to one of Sercombe Smith's deliveries. Norfolk, who followed, was ill at ease and only survived a few balls, but Moore, joining Irwin, carried with a hand followed it up with another two later. Continuing to play in this vigorous style he added runs at a rapid pace, while Irwin went on prettily and effectively, if not so fast. Changes of bowling were frequent, but unavailing, and the Navy seemed fairly certain of a draw. But at 153 Irwin unfortunately stepped in front of a ball from Chichester and was given out. His 58 was a charming innings. With his departure things went badly for the Navy. Moore left at 175, having made 86 out of the 102 while he was in. No less than 12 fours were included in his score. Sercombe Smith and Rimington proved too much for the remaining men, and a couple of minutes before time the Navy's innings closed for 195, leaving the Club winners by 34 runs.

Scores and analysis—

H.K.C.C.		
T. Sercombe Smith (capt.)	b. Maiden	23
F. Mainland	b. Moore	60
A. G. Ward	c. de Paris b. Maiden	37
Major Chichester	c. b. Silver	33
H. Hancock	b. Maiden	13
W. C. D. Turner	not out	12
H. Arthur	not out	10
Extras		19
Total (6 wickets)		229

R. E. O. Bird, W. Ross, Leitch, Rimington, S.F., and A. R. Lewis did not bat.

THE NAVY.

H.K.C.C.		
Mr. Irwin, R.N.	b. Chichester	53
Mr. Rowe, R.N.	run out	5
Mr. Barnard, R.N.	b. Smith	25
Mr. L. Nor	c. B.N. c. Turner	1
Eng. Lt. Moore, R.N.	c. Rimington	69
Mr. F. H. Bachelier, R.N.	run out	8
Mr. Evans, R.N.	b. Rimington	5
Mr. V. de Paris	not out	1
Dr. Meaden, R.N.	b. Smith	1
Mr. C. Silver, R.N.	b. Rimington	7
Mr. Forbes, R.N.	b. Rimington	0
Extras		13
Total		195

BOWLING ANALYSIS.

H.K.C.C.		
Silver	15	4
Swan	4	17
Maiden	13	44
Norfolk	10	30
Moore	8	1
Irwin	2	6

THE NAVY.

H.K.C.C.		
Bird	4	1
Low	10	16
Hancock	6	10
Rimington	10	2
Sercombe Smith	9	3
Chichester	6	37

CIVIL SERVICE C.C. V. CRAIGENOWER C.C.

This League match was played at the Happy Valley on Saturday last and ended in another victory for the Civil Service. For the winners Dr. Atkinson gave a dashing display of batting, while both Jackman and Wittchell bowled well. Brawn was responsible for a good score on behalf of the losers. Score and analysis—

CRAIGENOWER C.C.		
A. O. Brawn, I.B.W.	b. Jackman	38
J. D. Kinnaird, c. and b. Wittchell		6
J. P. Jordan, I.B.W.	b. Jackman	3
E. Harton, c. Jackman, b. Wittchell		2
L. Lamont, c. and b. Wittchell		2
L. A. Ross, b. Wittchell		4
B. Bawa, b. Jackman		3
E. Postonji, c. Atkinson, b. Wittchell		3
J. Stuart, c. and b. Jackman		0
H. Taylor, b. Jackman		2
E. Ford, not out		0
Extras		2
Total		73

CIVIL SERVICE C.C. JACKMAN, b. Brawn, 0; Wittchell, b. Brawn, 12; G. A. Woodcock, c. Taylor, b. Postonji, 11; J. Devenay, I.B.W., b. Lamont, 10; L. E. Brett, b. Postonji, 0; W. Pitt, not out, 13; Extras, 2.

BOWLING ANALYSIS.

CRAIGENOWER C.C.			
	O.	M.	R. W.
Jackman	11	—	39 5
Witchell	11	—	31 5
CIVIL SERVICE C.C.			
	O.	M.	R. W.
Brawn	9	2	26 1
Pestonji	14	3	22 4
Taylor	3	—	17 —
Lammort	2	—	5 1

H.M.S. "TAMAR" V. PARSSEE C.C.

This match in the Happy Valley on Saturday was the first League engagement of both Clubs. The *Tamar* did well and after declaring the innings closed at 104 for 8 wickets dismissed the Parssees for 65 only. Score—

H.M.S. "TAMAR"		
R. D. Forbes, c. B. Mehta, b. Noria		0
A. C. Hunt, c. Cooper, b. Noria		11
T. H. C. Smith, b. Noria		0
J. N. Mehta, b. Hawkins		24
H. S. Holgate, b. J. N. Mehta		37
P. J. King, b. J. N. Mehta		0
A. E. Oliver, b. Noria		0
Hawkins, not out		13
Yates, b. Noria		1
Corben, not out		8
Extras		10
Total (8 wickets)		104

CIVIL SERVICE C.C. V. CRAIGENOWER C.C.

The second team match on Saturday afternoon ended in a draw in favour of the Craigenower 2nd XI, who scored 95 for 4 wickets and declared, the Civil Service 2nd XI making 48 for 5 wickets before stumps were drawn. The scores were—Craigenower C.C., 95 (Asger 4, Austin 18, Farne 5, Rapp 6, Houghton 40 not out, Postonji 19 not out, extras 3. Innings declared); Civil Service C.C., 48 for 5 (Hutchings 3, Bryant 20, Knight 8, Cooper 42, McKenzie 9, Milne 0, Brown 0 not out, Extras 4).

FOOTBALL.

H.K.F.C. V. V.R.C.

On Saturday afternoon, on the Happy Valley ground, the Hongkong Football Club scored a decisive victory over the V.R.C. by 5 goals to nil.

Danby was unable to turn out for the Club, Whitmore being partnered by Richardson, an experiment completely justified by the result, as the last-named player was responsible for no less than four of the five goals scored.

The Club won the toss, and elected to play with the sun at their backs. The V.R.C. went off with a rush, and Kew had to clear from a shot by Humphreys. Whitmore then took the ball down and centred well, but Cooper shot wide of the posts. Again the V.R.C. outside left got away, but spoiled the effort by a bad centre. The Club halves were playing a superb game, Bonnar especially being conspicuous for some fine head-work, completely breaking up all attempts at combination by the V.R.C. front-line. The Club were now pressing severely, and at length a shot at close quarters by Richardson beat Fittcock all the way. Sayer, at outside right, was playing a good game, and gave Kew a hot shot to negotiate, which, however, he cleared in fine style. Fittcock tested Fittcock, and after a corner had been conceded, without a further attempt, again took the ball down the left wing, passing to Cooper, who shot straight, but Fittcock managed to clear. Half-time arrived with the score—H.K.F.C. 1; V.R.C. 0.

On resuming, play was for a time confined to mid-field, and somewhat ragged in character, the V.R.C. adopting kick-and-rush tactics. From a break away Forbes put in a long dropping shot from the half-back line, which was well saved by Kew. The more methodical methods of the Club were now being put into effect, and they were pressing almost continually, and they were pressing almost continually, and they were pressing almost continually.

Whitmore had changed places with Austin, easily shaking the attempts of the V.R.C. forwards to get within shooting distance. After Whitmore had sent in a tame shot along the ground, which Fittcock easily cleared, Richardson again took command of the ball, and scored a second goal for the Club. From the kick-off the Club still pressed, and Loureiro had to give a corner. Breat took the kick, and dropping the ball nicely under the bar, the Club shot but the ball went over the bar. It was now a foregone conclusion that the V.R.C. were destined to go under, and Richardson, receiving the ball from Whitmore, again found the net. A spasmodic break away by the V.R.C. left Humphreys with the ball at his feet and only Kew to beat, but he could do no better than shoot wide of the goal, and Richardson scoring again for the Club, the whistle sounded with the final score standing—H.K.F.C. 5; V.R.C. 0.

THE TEAMS WERE—

H.K.F.C.—F. H. Kew, goal; H. C. Austen and V. P. Ancoth, backs; G. B. MacDonald, J. W. C. Bonnar, and H. C. Gray, halves; H. A. Breat, R. Hancock, C. R. S. Cooper, J. Richardson, and E. A. Whitmore, forwards. V.R.C.—C. Fittcock, goal; A. Loureiro and J. Wittchell, backs; J. Forbes, H. S. Holmes, and J. Duncan, halves; H. W. Sayer, J. Clelland, E. B. Harton, J. Whyte, and E. Humphreys, forwards.

Referee, Mr. C. T. Kew.

YACHTING.

SATURDAY'S RACE.

At the start *Dione*, *Euphrosyne*, and *Aileen* were localised a little behind the line; *Vernon* was slightly astern. Emphasising the stiffness of the air, the tide carried the yachts; there was not even breeze enough to keep them from drifting on astern. After about four minutes *Aileen* and *Vernon* dropped anchor. At last, seven minutes after second gunfire, *Dione* passed the mark-bow; about the same time *Vernon* and *Aileen* weighed anchor. A light air had sprung up from the west, the boats being just able to do a little more than hold their own against the tide. Shortly afterwards the breeze freshened a little. *Aileen* crossed the line eleven minutes after gunfire *Vernon*, with *Euphrosyne* a shade behind, followed about a minute later. The yachts then lined up with *Vernon* if anything a little ahead. Approaching Blackhead's Pier main booms were slackened well out on the starboard side. Spinnakers were used; it was necessary to pole them out. Shortly after two o'clock the wind, from the east, freshening, drove *Vernon* past Blackhead's Pier; she was about a minute and a half ahead of *Aileen*. *Euphrosyne* and *Dione* were then working for Causeway Bay. *Vernon* and *Aileen* made successive short tacks off Kowloon Docks. After sailing across Kowloon Bay they tacked for Quarry Bay. *Dione* and *Euphrosyne*, now on the opposite shore, worked similar tactics. After rounding the mark-bow in Quarry Bay the yachts headed for Channel Rocks. *Vernon* rounded them 70 seconds ahead of *Dione*; 50 seconds separated *Dione* and *Euphrosyne*; *Aileen* was a long way astern. The course now lay towards Cunt Rocks Buoy. After this was cleared spinnakers were set. *Vernon* rounded 40 seconds ahead of *Dione*; *Dione* was four minutes ahead of *Euphrosyne*; *Euphrosyne* was about three minutes ahead of *Aileen*.

At this time (Cunt Rocks Buoy) the race was two hours old. Making for the mark-bow in Quarry Bay for the second time *Vernon* headed for Causeway Bay, the other three for Channel Rocks. *Euphrosyne*, when about a quarter of a mile from the buoy, tacked, now steering for Quarry Bay; *Dione* and *Aileen* ran across Kowloon Bay and tacked into Quarry Bay. Rounding Channel Rocks for the second time, *Vernon* led on *Dione* by a little over four minutes, *Euphrosyne* was nearly eight minutes behind *Dione*. When *Vernon* rounded the race was 4 hours 6 minutes old. At that time *Aileen* had not reached Quarry Bay. The times at the finish were—

	h.	m.	s.
<i>Vernon</i>	5	7	57
<i>Dione</i>	5	12	55
<i>Euphrosyne</i>	5	18	5

Aileen had not finished at 5.45 p.m.

ONE-DESIGN CLASS.

The one-design class turned out yesterday—it was the third club race. At second gun fire *Min*, *Bonito*, and *Erise* had their anchors down to keep them from drifting astern. A miserable calm spoiled the day's sport. The wind, what little there was, came from the east. *Kathleen* was the only yacht to finish. Result—*Kathleen*, 4 hours 57 minutes 55 seconds. *Min*, *Bonito*, and *Erise* did not finish.

SECOND CLASS.

Seven second class yachts were started ten minutes after the one-designers—*Doreen*, *Chanticleer*, *Gloria*, *Iris*, *Payne*, *Alannah*, and *Mist*. *Alannah*, who had had her anchor down, was first over the line. The race was not worth describing. Result—*Chanticleer*, 5 hours 50 minutes 30 seconds. The rest did not finish.

MARINE COURT.

Saturday, 28th November.

BEFORE THE HON. BASIL TAYLOR (ACTING HARBOUR MASTER).

NON-OBSERVANCE OF RULE OF THE ROAD.

Lieutenant Cyril Asser, of H.M.S. *Fame*, charged Ng Yan, master of the launch *Cheng Yick*, with, on the 24th November, failing to observe the rule of the road. Lieut. Asser, sworn said: On Tuesday, 24th November, while coming up the harbour from west to east in the South Fairway, just before we (the *Fame*) got past the Star Ferry landing—

His Worship.—The South Fairway does not reach so far—Well, in the Central Fairway; I would not be certain of the position.

Off Blake Pier?—Yes. The launch was on the port bow. He showed no signs of keeping clear or slackening speed, so to avoid collision I had to go astern.

At what speed were you going?—About eleven knots through the water.

How far off was she when you reversed?—About a hundred yards; deliberately trying to cross my bows. If I had not brought up I would have gone right through her. The Chinamen on board the launch started to take off their coats.

His Worship (to defendant, after evidence had been translated by the Court interpreter)—Have you any questions to ask witness?—No.

Lieut. Asser said he would like to say that it did not strike him as ignorance on the part of defendant, but want of vigilance. The launch was full of Chinese and, though at the helm, the defendant was talking to the passengers.

His Worship (to defendant)—I will hear what you have to say.—I could not see the destroyer, I had a man on the lookout. Two Jardine Matheson steamers were in the way.

Were you keeping a look out yourself?—Yes. You were not talking to your passengers instead of looking out?—No.

5s or 14 days.

SHIPPING NOTES.

CHINESE SHIPOWNERS.

Chinese shipowners are annually becoming more numerous and prosperous. It is not only our allies the Japanese. European firms have now to keep their weather eye on Chinese merchants also. If "sons of the soil" are "waxing fit" in Hongkong, their progress is insignificant as compared with the Babas in the Straits. Babas, by the way, is the term generally used in Malaya for a Straits or Malay-born Chinaman. In a list of arrivals at Singapore for the week ended 11th inst., it is noticeable that out of a total of 112 vessels the consignees of 42 are Chinese. Now, taking into consideration that Chinese consignees are mostly in receipt of local cargoes, or at any rate Far Eastern cargoes, and Chinese ships are all on Far Eastern trades, this is a very unfair estimate. Take away all deep water steamers that voyage between Europe and the Far East, Australia and the Far East, other places and the Far East where Chinese do not compete, and we find the Chinese proportion in remaining trades very large indeed. Prominent among Chinese shipowners are Messrs. the Straits Steamship Company, Wee Bin and Company, Deag Brothers, Guan Hoe Bee, Ban Suen Hong, and Koo Guan Company. Perhaps the best known of these in Hongkong are Messrs. Wee Bin and Company. They have a regular cargo line to Amoy via this port; the s.s. *Hong Lee* is a frequent visitor. The s.s. *Waikara*, also on the Amoy run via Hongkong, figures under the name of Ban Suen Hong. Messrs. the Koo Guan Steamship Company, who have recently had a deal of trouble in trying to get matters to ship for less than coast wages—they were unsuccessful—is a formation, that is as a steam-ship company, of recent date. When the firm first decided to be largely interested in shipping the Straits Steamship Company was approached on the matter of selling them a share in the concern. The Straits Steamship Company refused, and Messrs. the Koo Guan Company decided to buy a fleet of their own. They purchased a number of old steamers from the Union Line of New Zealand; now the Koo Guan Company is the largest steamship concern with headquarters at Penang, the former capital of Straits Settlements. Chinese shipowners in the Straits have encroached, so to speak, on the preserves of that mammoth concern the British India Steam Navigation Company by putting steamers on the Rangoon-Singapore run. It is on this account, probably, that B. I. steamers have been put on the Calcutta-Amoy run. The attack is not directed against steamers on the Hongkong-Calcutta run.

THE "ARNOLD LUYKEN."

A glare was seen on the s.s. *Chang Chow*'s starboard bow; they started for it. A little later a steamer all ablaze from stern to after part of bridge was sighted. It was not then daylight, so Captain Penrose stood by. At about 6.30 a.m. a raft was seen with five Chinese on it. These were picked up. Shortly afterwards the captain and second officer were picked up from another raft. Later, a third raft was sighted to leeward; from this the second engineer and two Chinese were rescued. After cruising to leeward for some time the *Chang Chow* returned to the burning vessel. Fragments of wreckage were thrown to windward; these were followed, and by and by a waterlogged boat—it was stove in—containing the chief engineer and five Chinese was encountered. The bodies of the third engineer and a Chinaman were found in the boat; they had died from hardship. Nothing further was found to windward; on returning again the steamer was seen to be ablaze from stern to stern. Both masts were gone; the funnel had a list to port. The survivors were as follows—Captain Alberfeldt, D. Anderson (2nd officer), H. Matern (Chief Engineer), H. Lissen (second Engineer), 12 Chinese. The second engineer and one of the Chinese were badly burned. All survivors were landed at Amoy.

ARRIVALS FROM THE EAST.

The Oceanic S.N. Co.'s s.s. *Coptic* arrived from Shanghai on Saturday. She had 44 bags of mail. On the voyage one of the crew had an accident, breaking his arm. Moderate monsoon was experienced between Shanghai and Hongkong.

The s.s. *Arctic* arrived from Hakodate, Kobe, and Moji on Saturday with general cargo. Captain Saint J. George reports strong north and north-west winds, high sea. The consignees are Messrs. Gibb, Livingston, and Hongkong.

ARRIVALS FROM THE WEST.

The Dutch s.s. *Tjinhai* arrived with general cargo on Saturday. Captain Janneke reports having left Batavia on the 4th inst.; Macassar 19th. The consignees are Messrs. the Holland China Trading Company.

The s.s. *Hong Wan* arrived with general cargo consigned to Messrs. J. T. de Serre and Company on Saturday. Captain R. Pentney reports having left Singapore on the 21st. Very strong N.E. monsoon with high sea was experienced on the voyage.

THE DOCKS AT SHANGHAI.

The s.s. *Tungku* was docked at the Old Dock, Shanghai, on the 24th; the U.S.S. *Villalobos* left the Old Dock earlier the same day. The French cruiser *Bugard* left the Cosmopolitan Dock, Shanghai, on the 24th. The s.s. *Peking* left the New Dock, Shanghai, on the 24th; the s.s. *Pelayo* took her place.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* left Yokohama on Friday, the 27th November for Victoria and Vancouver.

The Imperial German mail steamer *Kiautschou* left Colombo on the 28th inst., and may be expected here on the 8th prox.

The I. G. M. steamer *Roos*, which left here on the 28th October, arrived at Genoa on Thursday at 4 p.m.

The N.Y.K. steamer *Yasuda Maru* (Australia Line) left Manila for this port on the 28th inst., and is expected to arrive here on the 30th inst.

The O.S.S. & C.M. steamer *Calchas* left Victoria (B.C.) on the 25th inst. for this port via Japan ports.

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SHARE REPORT.

Messrs. Erich George & Co. say in their weekly share list, dated Hongkong, 28th November—

A much firmer feeling has prevailed in our market, and a comparatively fair amount of business has been done during the week under review in a variety of stocks, some of which have improved in value, notably Banks, Docks, and China Sugars. Towards the close the market is slightly easier again. The sterling demand rate on London is 1s. 8.15/8d., while the rate of exchange on Shanghai is 11s. 7 1/2 for a T/T, and 11s. 7 1/2 to 11s. 7 1/2 for three days' sight Private Bills.

BANK SHARES.—Hongkong and Shanghai Bank at 86 1/2, 86 1/2, and 86 1/2 and close with buyers at 86 1/2. The London rate, as wired privately on Sunday last, was 234 10s. 0d., while Reuters' today quotes 234 10s. 0d. Nationals are unchanged.

MARINE INSURANCES.—Unions have changed hands at 40 1/2, but a few more are on offer. China Traders sold at 80 1/2, 81 and 80 1/2, and have further sellers at 81. North Chinas have been done in the north at 11s. 20 and Yangtzes at 11s. 35, so we follow these quotations. Cantons fetched 117 1/2.

FIRE INSURANCES.—Unchanged. Chinese sold and have sellers at 80.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamboats sold at 33 1/2 to 34 and, while there are further sellers at 33 1/2, shares are wanted at the lower figure. Indo-China have been done in fair quantities to the north at 87 1/2 to 87 1/2, and more shares can be placed at 87 1/2; the northern quotation is 11s. 55 sellers. China and Manilla have been done at 11s. 8. A few Douglas Lines have been fixed at 30. Star Ferries (old shares) are in demand at 27, new shares sold in a fair way at 31 1/2 to 31 1/2, and can be placed now at 31 1/2. Shell Transport, with sales at intermediate rates, have advanced to 21 1/2.

BUYERS.—China Sugars have been in strong demand, but principally for cash, while time shares are not much wanted; for cash and end of the month up to 4106 has been paid; the market closing quieter with probable small sellers at 1105; per cent of February 1105, and per cent of March 8109 has been paid, Luxous unchanged.

MINING SHARES.—Unchanged; a few Rauchs sold at 88, but more are on offer.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks sold at improving rates up to 3207 cash, 3208 per 31st January and 3209 per 31st December, closing steady at 3207 1/2 cash. Hongkong and Kowloon Wharf and Godown Company's shares are inquired after, and up to 388; has been offered and refused. Farman's rose to 11s. 130 per 31st March in Shanghai, but yesterday's wire gives a quotation of 11s. 125 buyers only.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and must be received by him on or before the 11th day of the month, after that date the supply is limited. Only supplied for cash.

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NEW ADVERTISEMENTS

NOTICE

IT is hereby notified that the "WING CHAI" will go into dock on the 3rd instant. Notice will be given when she is able to resume her traffic as usual.

THE MING ON CO.
Hongkong, 30th November, 1903. [3297]

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Care of Daily Press Office.
Hongkong, 30th November, 1903. [3295]

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Hongkong, 30th November, 1903. [3296]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 7th day of DECEMBER, 1903, at 2 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Causeway Bay, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Registry No.	Lot Size	Boundary Measurements				Contents in Square Feet		Annual Rent	Uses Price
			N. S.		E. W.		S	F		
			ft.	ft.	ft.	ft.				
1	Inland Lot No. 1	Shankar Road Chavara West	236	210	67.6	58.7	1,806	238		

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HONG KONG, 24th November, 1903. [3292]

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HONG KONG, 24th November, 1903. [3294]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains—

Leading Articles—

Departure of Sir Henry Blake from Hongkong.

The Kowloon Canton Railway.

The Situation in the North.

The Condition of Queen's College.

The Sanitary Board's Constitution.

Amoy's Trade in 1902.

The Northern Crisis.

Prince Adalbert in Hongkong.

King's Park, Kowloon.

The Hongkong Marine Bank.

Hongkong Nursing Institution.

Report on Queen's College.

Notes from the Botanic Gardens.

Canton.

Pootung.

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SUNDAY, 13th

MONDAY, 14th

TUESDAY, 15th

WEDNESDAY, 16th

THURSDAY, 17th

FRIDAY, 18th

SATURDAY, 19th

SUNDAY, 20th

MONDAY, 21st

TUESDAY, 22nd

WEDNESDAY, 23rd

THURSDAY, 24th

FRIDAY, 25th

SATURDAY, 26th

SUNDAY, 27th

MONDAY, 28th

TUESDAY, 29th

WEDNESDAY, 30th

THURSDAY, 1st

FRIDAY, 2nd

SATURDAY, 3rd

SUNDAY, 4th

MONDAY, 5th

TUESDAY, 6th

WEDNESDAY, 7th

THURSDAY, 8th

FRIDAY, 9th

SATURDAY, 10th

SUNDAY, 11th

MONDAY, 12th

TUESDAY, 13th

WEDNESDAY, 14th

THURSDAY, 15th

FRIDAY, 16th

SATURDAY, 17th

SUNDAY, 18th

MONDAY, 19th

TUESDAY, 20th

WEDNESDAY, 21st

THURSDAY, 22nd

FRIDAY, 23rd

SATURDAY, 24th

SUNDAY, 25th

MONDAY, 26th

TUESDAY, 27th

WEDNESDAY, 28th

THURSDAY, 29th

FRIDAY, 30th

SATURDAY, 1st

SUNDAY, 2nd

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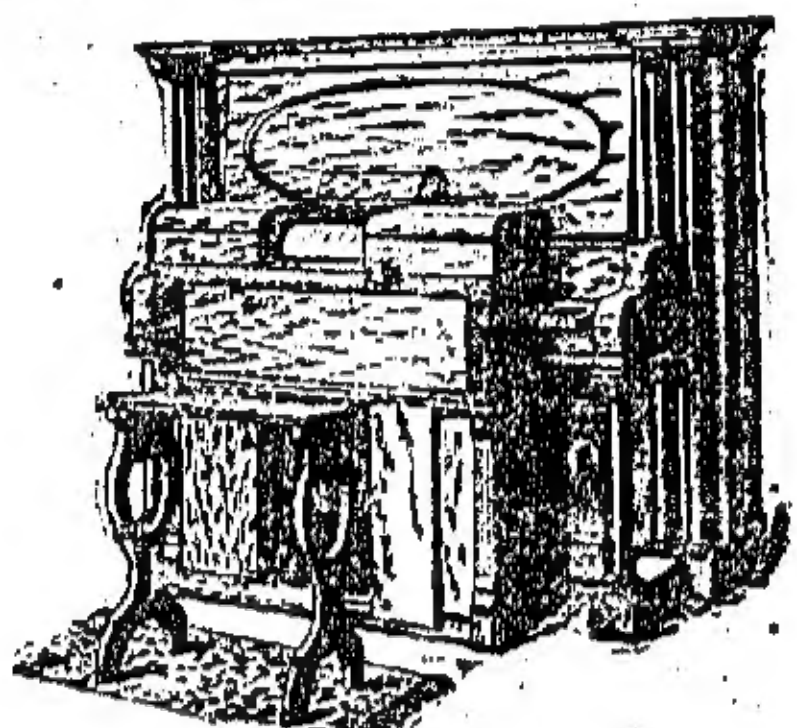
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Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Brass and Iron Merchants,
114, Des Vaux Road.

WATCHMAKERS
DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates

CHEONG SHING
GENERAL EXPORTERS.
DEALERS IN
JEWELLERY, DIAMONDS, PEARLS,
PRECIOUS STONES, SILKS, IVORY
WARES, EMBROIDERIES AND
POWDER SILK.

Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. GANF & Co.),
Hongkong, 16th May, 1903.

INSURANCES

THE STATE FIRE INSURANCE
COMPANY, LIMITED, OF
LIVERPOOL.

THE Undersigned AGENTS of the above
Company are prepared to ACCEPT
RISKS against FIRE at Current Rates.
W. G. HUMPHREYS & CO.
Hongkong, 3rd August, 1903. [2185]

NORTHERN ASSURANCE CO
FIRE and LIFE.
ESTABLISHED 1836.

THE Undersigned are prepared to accept
First Class Foreign and Chinese RISKS
against FIRE at Current Rates.
Also to accept proposals for LIFE ASSUR-
ANCE. Prospectuses on application.
TURNER & CO.
Agents.
Hongkong, 23rd September, 1903. [2673]

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.
TOTAL FUNDS AT 31st December, 1902
£16,378,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 2,687,500 0 0
II. FIRE FUNDS... 2,867,215-11 10

THE Undersigned AGENTS for the above
Company are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.
Agents.
Hongkong, 19th June, 1903. [1888]

THE BOMBAY FIRE AND MARINE
INSURANCE COMPANY, LIMITED.
THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to accept RISKS at Current Rates.
HOLLAND-CHINA TRADING CO.
Hongkong, 26th November, 1903. [2160]

NEW ZEALAND INSURANCE
COMPANY.
FIRE AND MARINE.
ESTABLISHED 1859.

CAPITAL... £1,000,000.
HAVING been appointed AGENTS for
the above Company, we are prepared to
issue Policies of Insurance at Current Rates.
REISS & CO.
Agents.
Hongkong, 2nd November, 1903. [3069]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPEL.
THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1903. [113]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security... £235,710
Total Losses Paid... £26,769-2 9

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
WM. MEYERINK & CO.
Hongkong, 18th May, 1903. [1494]

SALAMANDER FIRE INSURANCE
COMPANY.
THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
HOLLAND-CHINA TRADING CO.
Hongkong, 26th November, 1903. [29]

PHENIX FIRE OFFICE.
The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.
DOUGLAS LAPRAIK & CO.
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [128]

ROYAL BRATED WATERS
MANUFACTORY.
Factory & Office—West Point, Telephone 367
Depot—Ice House Street, Telephone 374.

That's where you can get very hot drinks,
it says.
And that's where your orders should be placed.
If you will try to join our race,
Surely you will find the truth with smiling
face.

For cleanliness and purity we always plead.
As for quality of our goods we always lead.
Should you have any doubt of the saying,
You may try. It's for good stuff you are paying.
Our High-Class Drinks, many from which to
choose.
Our long list of Novelties will you amuse.

BEST IN THE FAR EAST.
Highly Charged Soda Superb Ginger Ale
Water Kola Tonic Champagne
Lemonade Superb Corona Cnp
Ditto Eureka Water Stout
Superb Lemon Squash
Orangeade
Raspberry
Strawberry
Sarsaparilla
Jamaica Ginger Ale
Stone Ginger Beer
Tonic Champagne
Brown Tonic
Champagne Cider
Cherry Wine

Refreshing and invigorating. Exhilarating
drinks of the season. Just Produced. Long-
Life, Non-Intoxicating and Excellent Bever-
ages.
Apply to—
F. P. DANENBERG Manager.

GRACE & CO.
FOREIGN AND COLONIAL STAMP
DEALERS.
No. 38, FEEL STREET, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.
Are also prepared to purchase used Postage
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [1883]

THE NORTHERN CRISIS.

[FROM OUR PORT ARTHUR CORRESPONDENT.]

Port Arthur, 16th November.
AN UNEXPECTED EFFECT.

The present crisis in Russo-Japanese relations
may have the unlooked-for effect of making
Russia and Japan understand more than ever
they did before of each other's history and
language. Many Russian officers to the study
and Vladivostok have lately taken to the study
of Japanese which some of them have translated
in the book-stores. A great deal of attention is
bestowed, too, on the vernacular Press; and the
history of Dai Nippon seems to exercise
quite a fascination over Russian readers.

So at least I should judge from the
numerous articles on Japanese historical
subjects that I find in Russian newspapers.
I picked up accidentally the other day a copy
of an obscure paper called the *Kronotskiy
Vestnik*, in which I found across a long con-
tinued article on the "Origins of Civilisation
in Japan" which seems to have been taken from
another Russian paper, the *Pravoy Vestnik*. It
is not very likely, however, that this craze for
things Japanese will be permanent owing, among
other things, to the fact that English is becoming
more and more the language of Japan, and that
the cream of the native Press is skimmed off by
expert hands in the English newspapers which
appear in the country.

THE RUSSIAN LANGUAGE IN JAPAN.
The conquests made by the Russian language
in Japan and China will perhaps be more per-
manent. The Far Eastern crisis seems certain-
ly to have given a great impetus to the study
of the Russian language in this part of the world.
The number of Japanese who have taken up
that language in the School of Foreign Lan-
guages at Tokyo is, I am told, so great that no
more pupils can be received, and the trade done
by book-sellers in Russian grammars and dic-
tionaries, I am told for English students, is no
less brisk than for Russian students. A Russian
grammar published by the Chaplain of the
Russian Legation at Tokyo is selling very
well, while many Japanese teachers of the
Muscovite tongue are rushing into print *à la
Muscovite* with phrase-books, lexicons, gram-
mars, etc., some of them not quite up to the
mark.

If Russia advances at her present rate in
North China, the day must come when a know-
ledge of Russian will become as necessary in the
Legations at Peking as a knowledge of English
is necessary in Calcutta. The same remark ap-
plies to the Chinese men and consuls all over
North China, though I do not believe that
either of these two classes is making any particu-
lar haste in this matter.

For military men and seamen trading with
Siberia and Liaotung the utility of Russian is
already recognised. On the Japanese vessel
which brought me here some time ago, the
first officer could speak Russian fluently and I
think that some of the officers on all the Japa-
nese vessels trading with Russia possessions
in this part of the world have some acquaintance
with the same tongue. For army officers both
in England and in Japan a knowledge of
Russian is becoming more desirable every day;
and I believe that the number of Japanese
military men and merchants—it is often hard
to distinguish between them just now—who
are at present scattered all over Manchuria and
East Siberia and who speak Russian fluently, is
pretty large. The Japanese fishermen of
Hokkaido and of the west coast of Japan
generally require a knowledge of Russian, in
order to carry out successfully their fishing
(and poaching) enterprises along the coast of
Sapshalen and Kamchatka, and, of course
any fisherman has to be "fixed," as the
Americans say, a colloquial knowledge of his
language is almost if not absolutely necessary.

With the greater development of the Siberian
fisheries and the coast of the Primorsk and
Manchuria, the Russian language will, I think,
become more extensively known among Japanese.

RUSSIAN CLASSICS IN JAPANESE.
An article in a recent issue of the *Nori
Krai* gives some interesting facts regarding the
translation of Russian classics into Japanese.
Soon after the successful campaign of
1854-55, says that article, "the interest
of Japan and Russia came involuntarily
into contact thanks to a great many
causes, and the Japanese began to take
up with a good deal of zeal the study of
our country." In the beginning the acquaintance
was superficial and did not go further than
Vladivostok and Kwantung, if we do not take
into consideration the small number of Japanese
who went across the Urals to prosecute their
study of the Russian language, that is who
went to great towns like Petersburg, Kiev, and
Odessa. The Japanese first became interested in
Russian literature through translations from
that literature into French and English; then
they began to study translations directly made
from Russian into Japanese. A translation of
Tolstoi's *Anna Karenina* was received in Japan
with great enthusiasm. Then the *Tokyo
Nichi-Nichi* attempted a translation of Gogol,
but the translation did not show Gogol's
humour and fell far below the original. Gogol's
Taras Bulba was next translated (it is
difficult to explain by the way, why the Japanese
fiction is entitled *Primitivo Instincts*), but
strange to say, some great Russian authors
like Dostoevsky are quite neglected. Both
Tolstoi and Gogol were carefully
translated and well annotated some time back,
and the Japanese were greatly taken by the
original philosophy of the latter.

THE RUSSIAN LANGUAGE IN CHINA.
The Chinese do not read the Russian classics
at all, but, owing to a series of events that do
not need to be recapitulated, they are now in
better position, in the Manchurian Provinces than
the Japanese. It must be added that they have
profited by this circumstance. The Russian
journalist in Port Arthur boasted the other day
that whereas when the Russians came here first
they experienced great difficulties on account of
the Chinese knowing no Russian, almost every

Chinese one now meets with in Port Arthur
has a sufficient acquaintance with that language
to understand and to make himself understood.
This statement has been confirmed by my own
experience, which has made it clear to me that
if we take the proportion of Chinese in Port
Arthur who know Russian and the proportion
of Chinese in Hongkong or Singapore who
know English we find that, in spite of the
comparatively recent arrival of the Russian,
the proportion in the former case is larger
than it is in the latter.

The explanation of this lies, I suppose, in
the colder nature of the Englishman. The
Russian treats the Chinese more as a man and
a brother. The other day I saw a Chinese
emerge from a saloon reading-room in a dazed
condition and with the appearance of having
quite recently parted company with his pig-tail.
I do not doubt that in exchange for that
cherished appendage he had acquired almost
instantaneously some vigorous Russian idioms
which it takes ordinary foreigners a long time to
memorise. The common Russian saloon and
takes a rough but kindly interest in the
local personification of the Yellow Peril.

I have seen a squad of soldiers passing a Chinese
carriage and every man on the side next
to the carriage gave John a shove and a poke.
John bore it all laughingly and responded
in Russian which was fluent if not classical.
These soldiers meant no more harm by their
"shoving" than does the average British or
American schoolboy, and the Chinaman got
a good opportunity of practising his Russian.
Judging by its results, this system of learning
languages is, indeed, worth the attention of our
Goumas and Berlitzes. Such exchanges of
courtesies frequently occur between the con-
querors and the conquered here, and if John
Chikarsan happens to get knocked down or to
receive a resounding whack, the laughter on
both sides is redoubled. Why should it
be otherwise? This style of humour
has been popular among the common people of
all nations since the dawn of history, and
perhaps to an even greater extent before the
dawn, and the British Music Hall is a standing
memorial to its popularity among moderns.

The Russian soldier does not get much pay,
but his heart is large and the crowds of beggars,
conquerors and the conquered here, and if John
Chikarsan happens to get knocked down or to
receive a resounding whack, the laughter on
both sides is redoubled. Why should it
be otherwise? This style of humour
has been popular among the common people of
all nations since the dawn of history, and
perhaps to an even greater extent before the
dawn, and the British Music Hall is a standing
memorial to its popularity among moderns.

I bring all this in to show that the Chinese
has unique opportunities for learning Russian.
In other words, his conqueror fraternises with
him freely. You see soldiers and Russian
soldiers shaking hands with Chinese "boys" in
the street. If a choleric old Indian colonel
saw one of his men behave like this he would
probably have an attack of apoplexy on the spot.
But the Russian language seems to have
attacked not only the "boys" and the coolies
but also the country people.

Five miles from Port Arthur I have met
peasants ploughing the soil and fishermen carry-
ing nets, able (the men, not the nets) to converse
in Russian, and, better, able to make clear
to the passing stranger the alleged fact that
they had had nothing to do for an indefinite
period of time. Of course the language they
speak is pidgin Russian. For instance a boy
says *Nyet, Koshkosh* instead of *Ya Ne Koshki*
(I have not eaten anything), and on the whole,
they have made of Russian the same amusing
systematic hotch-potch which they have made
of English and French.

On the other hand there are not, I think, as
many Chinese capable of expressing themselves
in choice, scholarly Russian as there are Chinese
capable of speaking, reading, and writing fine
English; and I think that it will be some time
before we shall have Chinese savants deeply
versed in Russian literature.

PUBLIC COMPANIES
A. S. WATSON & CO., LIMITED.
NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account
of the year 1903 at the rate of Fifty
Cents per Share (or Five Per Cent on the
Capital of the Company) will be payable at the
HONGKONG AND SHANGHAI BANK, Hongkong,
on and after MONDAY, the 30th instant, on
Warrants to be obtained from the undersigned.
Local Shareholders are requested to apply at
the Company's Office for their Warrants.

The Dividend will also be payable at the
HONGKONG AND SHANGHAI BANK, Shanghai,
on presentation of Warrants there, on and after
the same date.

THE REGISTER OF SHARES will be
CLOSED from MONDAY, the 23rd instant,
until MONDAY, the 30th instant, both days
inclusive, during which period no Transfer of
Shares will be registered.

By Order,
A. H. MANCELL,
Secretary.
Hongkong, 14th November, 1903. [3156]

THE CHINA TRADERS' INSURANCE
COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the
THIRTY SEVENTH ORDINARY
MEETING OF SHAREHOLDERS in the
above Company will be held at the HEAD
OFFICE, Victoria, Hongkong, on TUESDAY,
the 8th proximo, at Twelve o'clock Noon,
for the purpose of receiving the Report of the
Directors, together with Statement of Accounts
to the 30th April last, and of declaring
Dividends.

The TRANSFER BOOKS of the Company
will be CLOSED from the 24th inst., to the
8th proximo, both days inclusive.
By Order of the Board of Directors,
JAMES WHITE TALL,
Secretary.
Hongkong, 17th November, 1903. [3180]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
THE SHARE CERTIFICATE No. 3635
for Fifty shares, numbered 2201/2250
inclusive, standing in the register in the name
of JOM GHEAVES GOWLAND having
been lost, NOTICE IS HEREBY GIVEN
that unless the said Certificate be produced at
the Office of the DOUGLAS STEAMSHIP
CO., LD. Victoria, Hongkong, before 17th
DECEMBER, 1903, a new certificate for the
said shares will be issued and the old certificate
will thereafter be held by the Company as null
and void.

DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, 17th November, 1903. [3173]

WANTED.
GENTLEMAN wishes Lessons in Russian.
Apply to—
E. R.,
Care of Daily Press Office.
Hongkong, 2nd November, 1903. [3336]

NELISTA CIGARETTES.

IF YOU SMOKE TURKISH CIGARETTES, SMOKE THE BEST
NELISTA CIGARETTES ARE MANUFACTURED FROM THE CHOICEST
TURKISH TOBACCO. PACKED IN AIR-TIGHT TINS OF FIFTY.

MANUFACTURED BY—
W. D. & H. O. WILLS' BRANCH,
BRITISH-AMERICAN TOBACCO
COMPANY, LD.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,
GELATINE-DYNAMITE,
PLASTING GELATINE AND GELIGNITE,
DETONATORS, SAFETY FUSE,
AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT
HONGKONG, SHANGHAI, WEIHAIWEI.

AGENTS—
JARDINE, MATHESON & CO.

JAPAN COALS.

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—FARROW'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimotsuki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchino, Sasebo, Maizuru, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)
CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamships.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokkaido, Honshu, Kwantung, Fushan, Manchuria, Mongolia, Amur, Otsu,
Sasshara, Tanbaku, Yoshinaka, Yoshio, Yonokubo, and other Coals.
N. INUZUKA, Manager, Hongkong

MIDZUSHIMA & CO.

COAL MERCHANTS.
No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.
BRANCH OFFICES: HIGASHI-HONMACHI, MOJI, MINAMI-AJIKAWA,
OSAKA AND KAIGAN, WAKAMATSU.

AGENCY: MR. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.
TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong
CODE USED: A 1 & A. B. C. 4TH ED.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries
Maritimes de France, Foreign and Japanese steamers, Arsenal and Japanese Railway Companies,
&c. Sole Proprietors of Kamaoto and Tenosui Coal Mines. Sole Agents for Kawanishi,
Komsuigawa, Minami, Ikejiri and Kumagata Collieries.

Hongkong, 4th March, 1903. [2499]

BUTTERFIELD & SWIRE.

Agents
LONDON AND LANCASHIRE
ROYAL EXCHANGE
PALATINE
ORIENT

Fire Insurance Companies.

Hongkong, 18th August, 1903. [1319-2]

THEODORO VAFIADIS & CO.

MANUFACTURERS OF HIGH-CLASS
EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace.
FACTORY: CAIRO, EGYPT

PURVEYOR TO THE BRITISH FIELD FORCE
CANTEENS IN SOUTH AFRICA.
BRANCHES:
DOMEAT, 20, Esplanade Road.
CALCUTTA, 4, DALHOUSIE SQUARE.
RANGOON, 172, MERCHANT STREET.
LONDON, 19, BASINGHALL ST., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—
MESSRS. KRUSE & CO., HONGKONG.

SIEN TING.
SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903. [283]

MADAME FLINT & CO.
LA MODE DE PARIS.
MILLINERY and DRESSMAKING.
CONNAUGHT HOTEL, Rooms 4 and 5. [2554]

Heroic
measures only can check
the advance of
Cholera
Don't trifle with unknown
remedies, nothing yet tried
equals
Painkiller
FERRY DAVIS.
1282-4

SHIPPING.

ARRIVALS.
 Nov. 27, OMA, British str., 2,000, H. Barnes, Westport 28th September, via Newcastle and Nov. 27, SAGAMORE, U.S. transport, 350, Greenly, Manila 21st November.
 Nov. 28, ARIEL, British str., 1,492, H. J. George, Hakodate, Kobe and Moji 23rd Nov. General.—Gibb, Livingston & Co.
 Nov. 28, CHANGKANG, British str., 1,222, Wm. Shaw, Shanghai 25th Nov. General.—BUTTERFIELD & SWIRE.
 Nov. 28, COPTIC, British str., 2,744, E. Beadnell, S.S. San Francisco 31st October, and Shanghai 26th November, General.—O. & S. S. Co.
 Nov. 28, HAILAN, French str., 377, Andersen, Tientsin 24th Nov. and Heilow 26th, General.—A. R. Maitland.
 Nov. 28, HAILAN, British str., 636, S. Gibson, Tientsin 26th Nov. and Atoy 27th, General.—DOUGLAS LARPAK & CO.
 Nov. 28, HONG WAI, British str., 2,060, R. Penney, Singapore 21st Nov. General.—CHINESE.
 Nov. 28, KAFONG, British str., 1,025, Penney, Manila 25th Nov. General.—BUTTERFIELD & SWIRE.
 Nov. 28, KETTS, British cruiser, 3,400, J. C. A. Wilkinson, Yokohama 19th November.
 Nov. 28, TITANIC, Dutch str., 2,476, Jurriaans, Batavia 4th November, and Macassar 19th, General.—HOLLAND-CHINA TRADING CO.
 Nov. 29, AMIGO, German str., from Canton.
 Nov. 29, HONKAI, Japanese str., 3,398, T. Muri, Kobe and Moji 22nd November, General.—NIPPON YUSEN KAISHA.
 Nov. 29, DRAGON, British str., 7,030, G. D. Kony, Moji 24th Nov. General.—BUTTERFIELD & SWIRE.
 Nov. 29, KONG BOND, German str., 862, L. Ziegenhain, Bangkok 18th Nov. Rice and Sundries, General.—BUTTERFIELD & SWIRE.
 Nov. 29, LONGMOON, Ger. str., from Canton.
 Nov. 29, MAIDEN MARU, Japanese str., 664, T. Saito, Anping, Amoy and Swatow 25th November, General.—OSAKA SHOSHEN KAISHA.
 Nov. 29, PRONTO, Norwegian str., 838, Seeborg, Newchwang 20th Nov. and Chetow 24th, General.—CHINESE.
 Nov. 29, THALES, British str., 820, Robson, Swatow 25th Nov. General.—DOUGLAS LARPAK & CO.
 Nov. 29, WIDU, British str., 1,229, E. Richter, Shanghai 27th Nov. General.—BUTTERFIELD & SWIRE.

CLEARANCES.

At THE HARBOR MASTER'S OFFICE.
 29th November.
 Hongkong, French str., for Heilow.
 Peles, British str., for Nagasaki.

DEPARTURE.

28th November.
 CARL DIERICHSEN, German str., for Heilow.
 OYLYON, British str., for Japan.
 CHATEAU RENAULT, French cruiser, for Saigon.
 CLAYBING, British str., for Moji.
 DAIGI MAJU, Japanese str., for Swatow.
 DAPHNE, German str., for Amoy.
 EASTERN, British str., for Kobe.
 GARA, German str., for Singapore.
 HALONG, British str., for Swatow.
 HOPKINS, British str., for Hongkong.
 MAUSANG, British str., for Sandakan.
 NURNBURG, German str., for Nagasaki.
 ONANG, British str., for Singapore.
 POLYPHUMS, Dutch str., for Singapore.
 EUBI, British str., for Manila.
 SABINE LUCKMEYER, British str., for Canton.
 SADO MARU, Japanese str., for Singapore.
 SHINANO MARU, Japanese str., for Seattle.
 TREMONT, American str., for Manila.
 29th November.
 ARIEL, British str., for Sydney.
 KONGKANG, British str., for Shanghai.
 M. SEURV, German str., for Haiphong.
 SELDON, British str., for Calcutta.

VESSELS ON THE BERTH

HAMBURG-AMERIKA LINIE.
FOR SHANGHAI.
 (Taking Cargo at through rates to TSINGTAO, CHINA and HANKOW.)
THE Steamship
"LYEEMOON"
 Captain T. Lehmann, will be despatched for the above port TO-MORROW, the 1st Dec., at 4 p.m.
 This Steamer has superior accommodation for First and Second Class Passengers.
 For Freight or Passage, apply to
SIEMSEN & CO., Agents.
 Hongkong, 27th November, 1903. [3281]
CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.
司公限有船輪華中
FOR MOJI, KOBE, YOKOHAMA, MANZANILLO, MEXICO, AND SAN FRANCISCO.
THE Steamship
"ATROLL"
 Captain Watt, will be despatched for the above ports on WEDNESDAY, the 2nd December, at Noon.
 J. S. VAN BUREN, Superintendent.
 Hongkong, 14th November, 1903. [3160]
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship
"SALAZIE"
 Captain Negro, will be despatched for the above ports on or about WEDNESDAY, the 2nd December.
 For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
 Hongkong, 28th November, 1903. [2]
HONGKONG-MACAO LINE.
S.S. "WING CHAI"
 Captain Samuel Bell Smith.
DEPARTURES from Hongkong on week days, at 7.30 A.M.: On Excursion Sundays at 8.30 A.M. from Macao week days at about 2 P.M. and Sundays about 7.30 P.M. Fare—(week days) 1st Class (including cabin and servants), \$2. Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$5. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers. Wharf at the Western end of Wing Lok Street.
 The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.
MING ON & CO.,
 2nd Floor, 16, Victoria Street.
 Hongkong 8th September, 1903. 121

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DEPARTED
LONDON & ANTWERP.	GLENSHIEL	Brit. str.	J. McGillicray	McGREGOR BROS. & GOW	3rd Dec.
LONDON, &c., via Ports of Call.	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	5th Dec., at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	ACHILLES	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 11th Dec.
LIVERPOOL	ACHILLES	Brit. str.	B. H. W. Snow	BUTTERFIELD & SWIRE	20th Dec.
MARSEILLES, LONDON & ANTWERP.	DIOMED	Brit. str.	Moiano	MESSAGERIES MARITIMES	22nd Jan.
MARSEILLES, LONDON &c., v. STONE, &c.	MANCHE	Brit. str.	H. Fraser	NIPPON YUSEN KAISHA	8th Dec.
MARSEILLES, LONDON & ANTWERP.	KAWACHI M.	Jap. str.	H. Fraser	NIPPON YUSEN KAISHA	12th Dec., D'light.
MARSEILLES, LONDON & ANTWERP.	PROMETHEUS	Brit. str.	H. Fraser	BUTTERFIELD & SWIRE	22nd Dec.
MARSEILLES, LONDON & ANTWERP.	DARDANUS	Brit. str.	H. Fraser	BUTTERFIELD & SWIRE	24th Dec.
BREMEN, via Ports of Call.	YANTZSE	Brit. str.	E. Heintze	BUTTERFIELD & SWIRE	19th Jan.
HAVRE & HAMBURG	P. HEINRICH	Ger. str.	E. Heintze	MELCHERS & CO.	9th Dec., at Noon.
HAVRE & HAMBURG	SUEVIA	Ger. str.	Bord	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	Fore	HAMBURG-AMERIKA LINIE	15th Dec.
HAVRE & HAMBURG	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	29th Dec.
TRIPSTE, &c., via SINGAPORE, &c.	CHINA	Brit. str.	Duckstein	SANDER, WIELER & CO.	5th Jan.
NEW YORK, via SUEZ CANAL.	ORONO	Brit. str.	Atollia	DODWELL & CO., LD.	19th Dec., P.M.
NEW YORK, via SUEZ CANAL.	HERMISTON	Rus. str.	W. T. Bain	SHEWAN, TOMES & CO.	About 2th Dec.
NEW YORK, via SUEZ CANAL.	GLENNYOT	Brit. str.	F. Soler	McGREGOR BROS. & GOW	2nd Dec.
NEW YORK, via SUEZ CANAL.	NUBIA	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	About end of Dec.
VANCOUVER, via SHANGHAI, &c.	R. OF JAPAN	Brit. str.	M. Ridley	CANADIAN PACIFIC R. CO.	16th Dec.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	M. Ridley	CANADIAN PACIFIC R. CO.	27th Jan.
VICTORIA (B.C.) & Tacoma via Japan.	TACOMA	Brit. str.	A. Christianson	NIPPON YUSEN KAISHA	15th Dec., at 4 P.M.
VICTORIA (B.C.) & Seattle via SHAI, &c.	TOSA MARU	Jap. str.	W. E. Carven	BUTTERFIELD & SWIRE	1st Jan.
PORTLAND, OREGON	TYDEUS	Brit. str.	W. E. Carven	BUTTERFIELD & SWIRE	14th Dec.
AUSTRALIAN PORTS	INDRANATHA	Brit. str.	A. E. Haswell	NIPPON YUSEN KAISHA	4th Dec., at Noon.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	W. Ellis	GIBB, LIVINGSTON & CO.	16th Dec., at Noon.
AUSTRALIAN PORTS	EASTERN	Brit. str.	E. P. Martin	NIPPON YUSEN KAISHA	About 14th Dec.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	SANUKI MARU	Jap. str.	W. Townsend	NIPPON YUSEN KAISHA	4th Dec., D'light.
KOBE & YOKOHAMA	AMBRIA	Ger. str.	Duckstein	HAMBURG-AMERIKA LINIE	14th Dec., at Noon.
KOBE & YOKOHAMA	KINSHU MARU	Jap. str.	F. L. Pyne	NIPPON YUSEN KAISHA	10th Dec., D'light.
KOBE	CHINGTU	Brit. str.	F. L. Sommer	NIPPON YUSEN KAISHA	18th Dec., D'light.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	Walt	NIPPON YUSEN KAISHA	2nd Dec., at Noon.
MOJI, KOBE, YAMA, &c., & San Francisco	ATOLL	Brit. str.	Th. Lehmann	NIPPON YUSEN KAISHA	To-morrow, 4 P.M.
MOJI, KOBE & YOKOHAMA	KAGOSHIMA M.	Jap. str.	P. M. Mar	SIEMSEN & CO.	About 2th Dec.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	B. H. W. Snow	MELCHERS & CO.	Quick despatch.
SHANGHAI, PORT ARTHUR, CHINA	SIMLA	Brit. str.	C. D. Goldsmith	P. & O. S. N. Co.	About 5th Dec.
SHANGHAI, KOBE & YOKOHAMA	TAIWAN	Brit. str.	I. Goto	OSAKA SHOSHEN KAISHA	12th Jan.
SHANGHAI, KOBE & YOKOHAMA	ANPING MARU	Jap. str.	Robson	DOUGLAS LARPAK & CO.	To-morrow, D'light.
SWATOW, AMOY & POOCHOW	THALES	Brit. str.	Gibson	DOUGLAS LARPAK & CO.	To-morrow, 11 A.M.
SWATOW, AMOY & TAMSUI	HAIMUN	Brit. str.	Ernest Hunt	DOUGLAS LARPAK & CO.	2nd Dec.
MANILA	ROHILLA MARU	Jap. str.	E. W. Haswell	BUTTERFIELD & SWIRE	2nd Dec.
MANILA	KAIFONG	Brit. str.	R. W. Haswell	NIPPON YUSEN KAISHA	4th Dec., at 4 P.M.
MANILA	KUMANO MARU	Jap. str.	R. W. Haswell	NIPPON YUSEN KAISHA	5th Dec., 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	R. W. Haswell	SHEWAN, TOMES & CO.	12th Dec., 10 A.M.
MANILA DIRECT	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 28th Jan.
LOILO & CEBU	NANCHANG	Brit. str.	T. Muri	BUTTERFIELD & SWIRE	4th Dec.
BOMBAY, via SINGAPORE & COLOMBO	BOMBAY MARU	Jap. str.	T. Muri	NIPPON YUSEN KAISHA	To-morrow, Noon.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 1st December, 1903, at 1 P.M., the Company's Steamship "MANCHE," Captain Moiano, will be despatched for Saigon, with Mail, Passengers, Specie, and Cargo to Europe and Ports of Call for Transshipment to S.S. "Himalaya," connecting at Colombo with S.S. "Sydney." Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping Orders will be granted till Noon only on Monday, the 30th November. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
 Hongkong, 21st November, 1903. [2]
THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.
THE Steamship
"HERMISTON," Captain W. T. Bain,
 will be despatched on WEDNESDAY, the 2nd DECEMBER, to be followed by the Steamship
"HIMERA," Captain Leckhart,
 on or about MONDAY, the 21st DECEMBER.
 For Freight, etc., apply to
SHEWAN, TOMES & CO., General Agents.
 Hongkong, 28th November, 1903. [3151]
THE EAST ASIATIC COMPANY, LIMITED.

FOR SHANGHAI, PORT ARTHUR, CHINA.
THE Danish Steamship
"PRINSESSE MARIE,"
 Captain Berentzen, will be ready to load on FRIDAY, the 4th December.
 For Freight or Passage, apply to
MELCHERS & CO., Agents.
 Hongkong, 25th November, 1903. [3248]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"CHUSAN,"
 Captain W. B. Palmer, carrying His Majesty's Mails, will be despatched from this Port for Bombay, etc., on SATURDAY, the 5th DECEMBER, at Noon, taking passengers and cargo for the above ports.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further particulars, apply to
E. A. HEWETT, Superintendent.
 Hongkong, 24th November, 1903. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND OTHER AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ HEINRICH	WEDNESDAY 9th December
KONIG ALBERT	WEDNESDAY 23rd December
* KLAUSCHOU	WEDNESDAY 8th January
BAYERN	WEDNESDAY 20th January
SACHSEN	WEDNESDAY 3rd February
GERA	WEDNESDAY 17th February
SEIDLITZ	WEDNESDAY 2nd March
PREUSSEN	WEDNESDAY 16th March
ROON	WEDNESDAY 30th March
* EMBURG	WEDNESDAY 13th April
PRINZ HEINRICH	WEDNESDAY 27th April

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 9th day of DECEMBER, 1903, at Noon, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain E. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
 Shipping Orders will be granted till Noon on MONDAY, the 7th December. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 8th December, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 8th December.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardsess.
 Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., AGENTS.
 Hongkong, 26th November, 1903. [5]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
SUEVIA	HAVRE and HAMBURG (Calling at Singapore and Penang) On 1st Dec. Freight.
ARAGONIA	HAVRE and HAMBURG (Calling at Singapore and Penang) On 15th Dec. Freight.
NURNBERG	HAVRE and HAMBURG (Calling at Singapore and Penang) On 29th Dec. Freight.
* NUBIA	NEW YORK, via SUEZ (About end of December)
AMBRIA	HAVRE and HAMBURG (Calling at Singapore and Penang) On 5th Jan. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR

STEAMERS	TO SAIL	REMARKS.
LONDON, &c.	{ CHUSAN } W. B. Palmer	Noon, 5th December { See Special Advertisement }
SHANGHAI	{ SIMLA } C. D. Goldsmith, E.N.E.	About 5th December { Freight and Passage }

LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA	{ FORMOSA } B. H. W. Snow	About 11th December { Freight and Passage }
YOKOHAMA, via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	{ JAPAN } E. P. Martin, E.N.E.	About 14th December { Freight and Passage }

For further Particulars, apply to
E. A. HEWETT, Superintendent.
 Hongkong, 30th November, 1903. [1]

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS.

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOOCHOW, via SWATOW
AND AMOY
 The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.
 By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 3, Des Vaux Road Central.
 Hongkong, 26th November, 1903. T. ARIMA, Manager [15]

JAVA-CHINA-JAPAN LINES

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.	{ JAVA PORTS } { via MACASSAR }	January 10	{ SHANGHAI, KOBE } { and YOKOHAMA }	January 12
TJILATJAP.	KOBE and YOKOHAMA	Second half of December	{ SINGAPORE, JAVA } { PORTS and MACASSAR }	Second half of December
TJIMAH	Do.	First half of January	Do.	First half of January

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.
 For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND CHINA TRADING CO.

Telephone No. 201.

Hongkong, 30th November, 1903. [2713]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 5th Dec., 10 A.M.
BUBI	3540	K. W. Almond	Manila direct.	Sat., 12th Dec., 10 A.M.
PERLA	1980	A. H. Nolley		

For Freight, or Passage apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 30th November, 1903. [17]

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
* TACOMA	2812	M. E. Hildy	Tuesday, December 15th
* VICTORIA	3502	J. Traubridge	Saturday, December 19th
TREMONT	9608	T. W. Garlick	Thursday, December 24th
* LYRA	4417	G. V. Williams	Thursday, January 21st
SHAWMUT	9608	W. M. Smith	Saturday, February 20th

* Have no second class accommodation. † Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT..... 9,608 tons. W. M. Smith..... About 28th January.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN, AND HAWAIIAN PORTS.

FROM	STEAMSHIP	TO	DATE
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.	
GLASGOW and LIVERPOOL	"YANGTSE"	On 12th December.	
GLASGOW and LIVERPOOL	"TYDEUS"	On 20th December.	
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.	
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.	

FOR	STEAMSHIP	TO	DATE
MARSHALLS, LONDON and ANTWERP	"HYSON"	On 8th December.	
MARSHALLS, LONDON and ANTWERP	"ACHILLES"	On 20th December.	
MARSHALLS, LONDON and ANTWERP	"PROMETHEUS"	On 22nd December.	
MARSHALLS, LONDON and ANTWERP	"DARDANUS"	On 5th January.	
MARSHALLS, LONDON and ANTWERP	"YANGTSE"	On 19th January.	
MARSHALLS, LONDON and ANTWERP	"DICED"	On 22nd January.	

FOR	STEAMSHIP	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE, and YOKOHAMA.	"TYDEUS"	On 1st January.	

The s.s. "DEUCALION" left Moji on the 24th inst., p.m., and is due here on the 30th inst.

For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 27th November, 1903. [10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMSHIP	TO	DATE
NINGPO and SHANGHAI	"TAIWAN"	On 30th November.	
MANILA	"KAIPONG"	On 2nd December.	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 2nd December.	
LOILO and CEBU	"NANCHANG"	On 4th December.	
KOBE	"CHINGTU"	On 10th December.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 30th November, 1903. [11]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"ROHILLA MARU"	Ernest Bent	3839	Tuesday, 1st December, at 11 A.M.
"ROSETTA MARU"	H. S. Smith	3876	Saturday, 5th December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.
Hongkong, 27th November, 1903. [478]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	DATE
R.M.S. "EMPERESS OF JAPAN"	WEDNESDAY, 16th Dec.
R.M.S. "EMPERESS OF CHINA"	WEDNESDAY, 13th Jan. 1904
R.M.S. "ATHENIAN"	WEDNESDAY, 27th Jan.
R.M.S. "EMPERESS OF INDIA"	WEDNESDAY, 10th Feb.
R.M.S. "TARTAR"	WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF JAPAN"	WEDNESDAY, 9th Mar.
R.M.S. "EMPERESS OF CHINA"	WEDNESDAY, 30th Mar.
R.M.S. "ATHENIAN"	WEDNESDAY, 20th April
R.M.S. "EMPERESS OF INDIA"	WEDNESDAY, 27th April
R.M.S. "EMPERESS OF JAPAN"	WEDNESDAY, 11th May

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and making connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder Street.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	CAPTAIN	TO SAIL ON
"INDRASAMHA"	5,197	W. E. Craven	December 14, 1903
"INDRAPALLI"	4,899	R. P. Craven	January 14, 1904
"INDRAPALLI"	4,899	A. E. Hollingsworth	February 13, 1904

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.
Hongkong, 17th November, 1903. [114]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENSHIEL," Captain J. McMillan, will be despatched as above on THURSDAY, the 3rd December.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.
Hongkong, 14th November, 1903. [3150]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"ORONO" ... 15th Dec.

"LOWTHER CASTLE" ... 24th Dec.

"SUKH" ... 5th Jan.

"SAGAMI" ... 15th Jan.

"LENNOX" ... 27th Jan.

"AFRIDI" ... 27th Jan.

For Freight and further information, apply to

DODWELL & CO., LD., Agents.
Hongkong, 17th November, 1903. [1125]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain W. Ellis, will be despatched for the above ports on WEDNESDAY, the 16th December, at Noon.

This well-known Steamer, is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers, the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.
Hongkong, 24th November, 1903. [3231]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK.

THE Steamship

"GLENROX," Captain F. Selby, will be despatched as above on WEDNESDAY, the 16th December.

For Freight, apply to

MCGREGOR BROS. & GOW.
Hongkong, 18th November, 1903. [3197]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils; to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA," Captain Ivalich, will be despatched as above on SATURDAY, the 10th December, p.m.

For information as to Passage and Freight, apply to

SANDER, WISLER & CO., Agents.
Hongkong, 25th November, 1903. [3]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th July, 1903 [1964]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG," 951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

J. TRIVOUX & CO., No. 123, Commercial Road Central.
Hongkong, 30th June, 1903. [1]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CANTON every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1897.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"KONIG ALBERT" OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., To-day, 25th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 2nd December, at 9.30 A.M.

All Claims for damage must be sent in before the 7th December, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & CO., Agents.

Hongkong, 25th November, 1903. [5]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT" FROM SEATTLE, TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.
Hongkong, 25th November, 1903. [7]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON" FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. To-morrow, the 27th inst.

Goods not cleared by the 3rd prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date, they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 26th November, 1903. [1]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NURNBERG," Captain Jaburg, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 25th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd December.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 25th November, 1903. [3266]

JAVA-CHINA-JAPAN LINE.

FROM YOKOHAMA, KOBE, MOJI AND AMOY.

THE J. C. J. Lin Steamship

"TIJIPANAS" Captain P. Zwart, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd December, will be subject to rent.

All Claims for damage must be sent in before the 2nd December, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

The steamer will be despatched for Singapore, Batavia, Cherbon, Samarang, Sourabaya and Macassar on Monday, 30th inst.

HOLLAND-CHINA TRADING COMPANY, Agents.
Hongkong, 27th November, 1903. [3282]



CLEANSE YOUR BLOOD

WITH GRIMAULT & Co'S

SARSAPARILLA!

For eruptions, scrofula, boils, ulcers, sores, carbuncles, pimples, blotches, and all disorders originating in vitiated blood, this medicine is the most reliable and most economical and contains no mercury or dangerous minerals. No other blood-purifier gives equal satisfaction or is so universally in demand.

GRIMAULT & Co

8, rue Vivienne, PARIS (France)

Sold by all dealers.

A. LING & CO., FURNITURE STORE.

PLATED GLASS AND CROCKERY WARE, &c., and FINE CHINA LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL, Hongkong, 21st & 22nd Nov. 1903. [26]

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPOSTS.

A COMPREHENSIVE AND COMPLETE RECORD OF THE NEWS OF THE FAR EAST

is given in the HONGKONG WEEKLY PRESS, with which is incorporated

"THE CHINA OVERLAND TRADE REPORT." Subscription, if paid in advance, \$12 per annum. Postage to any part of the World \$2

Good morning! Have a Cigar?



Thank you! This Mexican IS nice!

Yes. But see that the signature of DRESSELHUIS AND NIEUWENHUYSEN is on every box, and do not be put off with any other.

Hongkong, 25th November, 1903. [3120-9]

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.

DINNEFORD'S MAGNESIA

MAGNESIA

A PERFECT BEVERAGE.

Preferred by Connoisseurs for its high quality and delicious natural flavor.

van Houten's Cocoa

Rich in nourishing and stimulating properties, it builds up and invigorates the system.

Best & Goes Farthest.

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Gold Medal, Health Exhibition, London

From an Eminent Surgeon—

"After a lengthened experience of Foods both at home and in India, I consider 'Benger's Food' incomparably superior to any I have ever prescribed."

BENGER'S FOOD

For INFANTS, INVALIDS, & THE AGED.

Delicious, Nutritive, Digestible.

BENGER'S FOOD is sold in TINS by Chemists, etc., Everywhere.

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